



# National Transportation Safety Board Aviation Accident Final Report

<b>Location:</b>	WATSONVILLE, CA	<b>Accident Number:</b>	LAX93LA092
<b>Date &amp; Time:</b>	01/18/1993, 1239 PST	<b>Registration:</b>	N2304P
<b>Aircraft:</b>	ROBINSON R-22 BETA	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Other Work Use		

## Analysis

THE PILOT AND PASSENGER WERE SEARCHING FOR A MISSING PERSON IN A RIVER. THE PILOT DIVERTED HIS ATTENTION WHILE SEARCHING FOR THE PERSON AND FAILED TO SEE THE WIRES THAT CROSSED THE RIVER. THE HELICOPTER PLUNGED TO THE GROUND AFTER COLLIDING WITH THE WIRES. THE PILOT STATED THAT HE DID NOT ENCOUNTER ANY PREEXISTING HELICOPTER MALFUNCTIONS OR FAILURES.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PILOT'S POOR VISUAL LOOK-OUT. A FACTOR RELATING TO THIS ACCIDENT WAS THAT THE PILOT DIVERTED HIS ATTENTION.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: MANEUVERING

### Findings

1. OBJECT - WIRE, TRANSMISSION
2. (C) VISUAL LOOKOUT - POOR - PILOT IN COMMAND
3. (F) DIVERTED ATTENTION - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	41, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Helicopter	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	01/12/1993
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	800 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	ROBINSON	<b>Registration:</b>	N2304P
<b>Model/Series:</b>	R-22 BETA R-22 BETA	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	1928
<b>Landing Gear Type:</b>	Skid	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	01/02/2000, Unknown	<b>Certified Max Gross Wt.:</b>	2400 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>		<b>Engine Model/Series:</b>	O-320-B2C
<b>Registered Owner:</b>	VERTICARE HELICOPTERS	<b>Rated Power:</b>	160 hp
<b>Operator:</b>	VERTICARE HELICOPTERS	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 2000 ft agl	Visibility	20 Miles
Lowest Ceiling:	Broken / 2000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16 ° C
Precipitation and Obscuration:			
Departure Point:	SALINAS, CA (SNS)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1215 PST	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	A. D Llorente	Report Date:	10/25/1993
Additional Participating Persons:	ASI R. GRANLUND; SAN JOSE, CA		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).